maximum period not exceeding 30 years (including construction period) after which the facility will revert back to Port free of cost.

(vi) The tariff for the electricity sold to the Port would be fixed by the Port trust in terms of the tender. It should in any case not be more than the State Electricity Board tariff applicable to the Port.

(vii) The Port may charge an upfront fee and lease rent for the land for the Captive Power Plant at market rates. The basis of financial evaluation will be the lowest tariff quoted for sale of electricity to the Port.

(viii) Environmental Clearance and other statutory clearances will be obtained by the Port Trust.

(ix) The electricity requirement of the Port should be fully met and thereafter the entrepreneur may be permitted to sell its surplus power.

(x) Specified level of supply of power to the Port will be maintained by the BOT developer, failing which penalties should be imposed.

(d) Port would make feasibility studies for the power projects as per requirement and future tenders would be based on the above guidelines.

Four-Lane Highway from Mangalore to Mumbai

528. SHRI JANARDHANA POOJARY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have a proposal under consideration to widen the existing highway to four-lane from Mangalore to Mumbai and from Mangalore to Bangalore, if so, the details thereof;

(b) by when the work in this regard is likely to start; and

(c) by when it is likely to be completed?

THE MINISTER OF SURFACE TRANSPORT (SHRI T. G. VENKATRAMAN): (a) The proposal for four laning of Mangalore-Mumbai and Mangalore-Bangalore sections of National Highway would be considered depending on traffic volume *inter-se* priority and overall availability of resources during the Ninth Plan.

(b) and (c) As the Ninth Five Year Plan is yet to be decided, it is too early to give details.

Subsidy for Ship Building Yard

529. SHRI SOLIPETA RAMACHANDRA REDDY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government are considering a proposal to subsidise the ship building yards in the country; and

(b) if so, the reasons therefor and the extent to which the subsidy is proposed to be given?

THE MINISTER OF SURFACE TRANSPORT (SHRI T. G. VENKATRAMAN): (a) and (b) The Shipbuilding industry all over the world is being supported by their respective governments, with the result that Indian Shipyards manufacturing ocean-going ships are unable to compete with the foreign shipyards. In order to have a level playing field, there is a need to subsidise construction of ocean-going ships by the Indian shipyards in the country. Till September, 1995 Indian Public Sector Shipyards were provided subsidy to the extent of 30% (20% payable by the Government and 10% by the shipowner). The extension of the subsidy scheme is under consideration of the Government.

Development of National Highways

530. SH. SATISH AGARWAL: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the target fixed for the development of National Highways

during the 9th Five Year Plan, together with shortfall;

(b) the perspective plan for its development during the 9th Five Year Plan;

(c) whether such projects are being descriminated against vis-a-vis other infrastructure projects on account of 10% charge being levied on the gross receipts collected by BOT (Build Operate and Transfer) operators so as to strengthen the financial base of the National Highway Authority; and

(d) the names of private parties allowed to undertake the construction work on the National Highways as envisaged by Government?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) and (b) Ninth Plan is yet to be finalised and as such it is too early to indicate targets.

(c) No, Sir.

(d) So far the following parties have undertaken construction work on National Highways under Build, Operate and Transfer scheme:

(i) M/s Atlanta Construction, Mumbai.

(ii) M/s Ideal Road Builders Ltd. Company, Mumbai.

(iii) M/s. Ashvika Construction Pvt. Ltd., Vasad, Gujarat.

Renovation of M.C. Road in Kerala

531. SHRI JOY NADUKKARA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether some proposals are pending with Government for clearance under Economically Important Scheme for the renovation of M.C. Road in Kerala;

(b) if so, by when it is likely to be cleared; and

(c) the work done in M.C. Road under this scheme so far?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) Yes, Sir.

(b) and (c) During the 8th Plan, the proposal could not be approved under Economic and Inter-State Importance Scheme (F&I) due to paurity of funds. The proposal could be considered subject to availability of adequate resources in the 9th Plan which is yet to be finalised.

Merger of Central Inland Water Transport Corporation and Hooghly Dock and Port Engineers Ltd.

532. SHRI YEERA NARAYANASWAMY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether there is proposal to merge Central Inland Water Transport Corporation and Hooghly Dock and Port Engineers Limited;

(b) whether it is a fact that both these units are incurring heavy losses;

(c) whether Government propose to reduce these losses;

(d) whether a merger would reduce over-head costs; and

(e) if so, the steps staken in this regard;

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) There is no such proposal at present.

(b) and (c) Yes, Sir.

(d) and (e) Does not arise in view of (a) above.

Grants for Maintenance of National *Hihways in Maharashtra*

533. SHRI SATISH PRADHAN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have received proposals from Maharashtra State regarding enhancing maintenance grants for National Highways/ Revision of rates;

(b) if so, details thereof proposal-wise and action taken thereon during the last year;

(c) the details of proposals pending for decision and by when a final decision is likely to be taken project-wise; and